

## BLAME COAL DEALERS

### Failure to File Orders Caused Transportation Troubles.

#### THOUGHT CARS EASY TO GET

Interstate Commerce Commissioner Lane Tells About Fuel Famine Investigations in the West—Returns to Prepare Report—The Situation Is Greatly Relieved.

The principal cause of the coal famine in the Northwest, which has been brought to an end by the heavy co-operation of the railroads with the Interstate Commerce Commission, was the failure of coal dealers and shippers to file early orders for their product.

This is the opinion of Commissioner Franklin K. Lane, who, with Commissioner J. S. Harlan, held hearings at Minneapolis and Chicago this week with a view to ascertaining the cause for the alleged shortage in the supply of cars, resulting in great distress owing to the failure of people in many Western States to get adequate supplies of coal.

Testimony given at Chicago and Minneapolis tended to show that orders for coal in many Western States were not filed until November, whereas it was usually the custom to forward orders in midsummer. The delay in the matter was occasioned by the belief of shippers that they would have no trouble getting cars for the transportation of coal when they wanted them. When the time came for the movement of the product the rolling stock of the railroads was largely in use in moving other kinds of traffic.

Return to Washington. Commissioners Lane and Harlan returned to Washington yesterday. They will begin work on their report at once. This will show the cause for the apparent coal shortage; it will reflect conditions as they existed, and possibly it will contain recommendations that may lead to the passage of the laws designed to prevent the recurrence of such a situation as was recently created in the railroad world.

Commissioner Lane felt free to make the statement, as above, that so far as the coal famine is concerned the evidence disclosed that it was the outgrowth of the failure of shippers and dealers to put in supplies before the arrival of freezing weather.

The railroads themselves, according to information received here, have gone to work with a view to correcting present conditions, and are taking steps to obviate possible future trouble over matters of transportation. Many railroad officials at the recent hearings declared that the coal shortage was apparent, and not real; that there was an abundance of rolling stock, but that it was not properly distributed.

It was shown, for example, that the Illinois Central, under the management of Stuyvesant Fish, had made it a practice to keep on hand a large surplus of rolling stock, but that it was not properly distributed.

System of Interchanging Cars. Some plan should be devised, it is asserted in official quarters, whereby the system of interchanging cars should be curtailed, in order that rolling stock may be distributed throughout the country. Foreign cars now cost a road using them about 20 cents a day rental. One hundred and four roads, it is understood, intend to increase the rental to 50 cents a day in full seasons, and to \$1 a day at times when the traffic is heavy. Such a plan, it is believed here, would insure a prompt return by one line of cars borrowed from another.

The subject of reciprocal demurrage may be discussed in the forthcoming report of Commissioners Lane and Harlan. It will be considered at a convention of commercial interests to be held at Chicago in January. The organization is known as the National Reciprocal Car Demurrage Board.

Telegrams have been received at the office of the commission from Presidents Hill and Elliott, of the Great Northern and Northern Pacific, stating in substance that all of the towns in Minneapolis and North Dakota have been complaining of a lack of coal had either received supplies of the product or were about to receive them. These two roads, at the suggestion of the commission, rushed fast freight trains into the Northwest, and supplied the needs of about sixty cities.

Fuel Cars Carrying Grain. Speaking of his recent trip through the West to study the exact conditions, Mr. Lane said immediately after his arrival in Minneapolis he sent telegrams to postmasters of all the towns in the territory affected by the fuel shortage, asking for an account of conditions in their particular locality. Mr. Lane discovered that in nearly every town the coal supply was exhausted, and in some cases citizens were tearing up fences and sidewalks for fuel.

"In our investigation we found only one town that was suffering slightly because of a food shortage. The whole situation came about because too many fuel cars were operated in transporting the immense grain crop that was harvested."

"The suggestion was made to us by James J. Hill that the United States spend \$5,000,000, at the rate of \$1,000,000 a year, in buying equipment, putting double track in the place of single track, four tracks where there are now two, putting in switches, and enlarging their terminal facilities."

Faulty Method of Management. "Both in Chicago and Minneapolis positive proof was given us that this tense situation in traffic affairs was due to faulty methods of management, as well as inadequate equipment. A car clearing-house, by which roads would receive credit weekly for their cars and under which cars might be used to best advantage, is a good suggestion offered by Mr. Midgley, of Chicago, an authority on railroad matters. He cites the system now followed by the Southern Pacific, one of the roads he represented before the commission.

"I don't care to go into a question of remedy at present or to go into the matter further. A report will soon be submitted to the commission. It is safe to say there is no remedy resting within the power of the commission. I think that is beyond question. It rests with the railroads themselves, and if they can't successfully cope with the issue now at hand, then a law should be made to cover such cases."

## A BETTER IF NOT A GREATER WASHINGTON.

The project revived at this session of Congress to purchase all the land in the city of Washington lying between Pennsylvania avenue, the Mall, and Fifteenth street, to the end of greatly beautifying the city and bringing architectural harmony out of the present condition of something like chaos, opens a subject that has striking possibilities. It is proposed that, for the present, the buildings now occupying the land in question shall be razed and the land converted into a park extending from Pennsylvania avenue to the Potomac River. Ultimately, such public buildings as are needed for the business of the government shall be erected thereon.

This plan, or something like it, has received popular and public endorsement for years. The one thing that has stood in the way of its full realization has been the reluctance of Congress to appropriate the money necessary. The whole subject is such a large one, so comprehensive in its possibilities, and of such direct interest to the whole people of the United States, that it deserves far more prolonged and more thoughtful and serious consideration than it has received.

The plan of purchasing the land south of Pennsylvania avenue is not nearly so expensive a way as might seem at first blush. Real estate men have figured that the solid contents of the land included in the plan comprise some 2,857,272 square feet. Of this the government already owns 658,659 square feet in blocks and buildings, and streets and alleys take up 1,243,138 square feet. This leaves only 1,955,522 square feet to be purchased.

Here, more than any place else, should be the model city of the United States. Here millions of dollars have been expended for buildings of great architectural beauty in which the business of the government is conducted. It is right and proper that these buildings should be worthy of the nation which is in the forefront of the nations—an exemplar to all.

Washington is the mecca of the American people. No citizen of a hamlet, however remote, but has his attention early directed to this, the seat of government, and most of them should find it a pleasure to come here at some time in their lives and see where their business is conducted and how worthily their public representatives are cared for.

No other city in America, but has been cursed at some time in its career with the blight of party politics. Few cities have been able to elect officers who are not more or less deeply pledged to private interests, which, being cared for, must militate against the public good. Here we are free from this. Our municipal government is free from the influence of party politics. No party ends to serve in the granting of public franchises; no reasons to advance which in all that makes for the public weal Washington should not have the best. And it ought to be the best! Even the greatest enemy of paternal government, or any tendency that way, could not object to any reasonable expenditure which the government should authorize to make this, the Capital, the model city of the world.

Here gather the representatives of the great nations of the earth; here are the people's representatives and hither come the people themselves. No one can fail to carry away from Washington, as it is, a splendid enthusiasm and a higher feeling of Americanism. Here they are and a library second to none in the world; a Capitol, massive, artistic, and dignified, befitting the nation whose laws are made here. The fine streets, beautiful parks and noble monuments, and, on every hand, statues of the men who built large in the nation's glorious history.

These things surely work good for the benefit of the whole nation, and the feelings they inspire go to the making of better citizens; of men who, returning hence to their homes in the West or North, or East or South, carry with them a feeling of pride that this is their city. Logically, then, Washington should be a high example in municipal government. Here should be not only the capital of the nation, but the best-governed, best ordered city. We spend vast sums of money in our Agricultural Department to select the best seeds for the farmer to grow; we spend other sums caring for the American forests, for our fisheries, for the animal industry, for collecting data from consuls abroad, and disseminating it to those interested. Why not spend money in making not only the most beautiful, but the best lighted city, the city with most parks, the city with cleanest streets, best transportation facilities, best schools, best everything? Make it a city where the suffering attendant on poverty is reduced to a minimum, where the aids to culture are easily accessible, where, through cleanliness, decency of government, and maintenance of order, the highest degree of happiness is obtainable.

Washington, the model city! That is the object lesson, that the nation could so easily hold out. With our vast riches and by pampering no one, the work could be done, and its result would be that all through the land cities would be wiser and citizens benefited. With the high example of a model Washington before them, the sharks who thrive on municipal graft would find their occupation gone; the people, knowing the best way to grow easy it was of attainment, would be satisfied with no less and would follow in the way we led!

## ARMY AND NAVY.

**Army Orders.**  
First Lieut. CHRISTIAN A. BACH, Seventh Cavalry, from General Hospital, President, to his regiment.  
Major EDWIN B. HARRIS, Ordnance Department, from New York City to his post.  
Capt. JAMES D. TILFORD, from First to Second Cavalry.

**Naval Orders.**  
Capt. A. MERTZ, Commanders J. B. BERNARD and J. A. DOUGHERTY, Lieut. Commanders D. V. H. ALLEN, W. S. CROSBY, and J. F. MURPHY, Medical Inspectors P. L. MCDONNELL, Passed Assistant Surgeons E. C. TAYLOR, F. E. CAMPBELL, I. S. K. REEVES, Jr., J. E. GILL, and W. S. PUGH, Jr., commissioned.  
Lieut. Commander T. J. SENN, to Naval Torpedo Station, Newport.  
Lieut. Commander H. O. STICKNEY, to Navy Yard, Norfolk.  
Lieut. C. WELLS, to Naval Proving Ground, Indian Head.  
Paymaster Gen. E. B. ROGERS, appointed paymaster general and chief Bureau of Supplies and Accounts, Navy Department.  
Assistant Paymaster J. H. KNAPP, appointed.

### Movements of Vessels.

December 21—Des Moines, from Guantanamo; Iowa, at Navy Yard, N. Y.; Tacoma, at Havana; Eagle, at Port Antonio.  
December 22—Britia, at Algiers; West Virginia, Colorado, Maryland, and Pennsylvania, at Hong Kong.  
Sailed.  
December 23—Higgins, from Charleston for Key West.  
December 21—Des Moines, from Santiago for Havana, via Guantanamo and Havana; Connecticut, from Hampton Roads for Cuba; Saturn, from Mar del Plata for Santa Barbara; Dixie, from Norfolk for Guantanamo; Rhode Island, from Indian Head for Norfolk; Sandford, from Norfolk for New York; Holland, to reserve torpedo flotilla.

**Herald Want Ads**  
will be received at Kerner's Pharmacy, Ninth and S sts. n.w., and promptly forwarded to the main office.

## LARGE DEALS NOW ON

### Option on University Property Arouses Interest.

#### HOME LIFE SALE UNFINISHED

Louisiana Avenue Lot and One on Seventeenth Street Bring High Prices—Operations Active on Connecticut Avenue Terrace, Capital Heights, and Other Suburbs.

The taking of an option for sixty days by the F. H. Smith Company on the George Washington University property, at the southeast corner of Fifteenth and H streets northwest, at the stated price of \$9 a square foot, was the largest prospective operation of the week. The probable purchaser of the property, if one is in the field, has not been disclosed, and much speculation is rife with reference to the subject. To the several rumors already published in regard to the matter one was added yesterday, that a large life insurance company outside of the city intended to purchase the property with the view of erecting a large office building, with a banking room on the ground floor. Another and more probable report is that the corner is wanted for a department store.

Interest continues relative to the alleged purchase of the Home Life Building. As yet little to the property has not left the hands of the Tysosky Brothers, and whatever deal has taken place in the property has not reached the stage of actual transfer. Yesterday the rumor was revived that the Pennsylvania Railroad Company was the purchaser, but the attorneys of the company, its real estate brokers, and others in position to know the facts flatly deny that any such purchase is in prospect. The principals in the deal are reticent relative to what has been done, or what they expect to do, and the sale of the property still remains a mystery.

**Commission House Sold.**  
Early in the week the purchase of the property at 909 Louisiana avenue by Frank P. Burke from George P. Saks was announced, the price paid being \$35,000 for 1,923 square feet, improved by a three-story building occupied as a commission house.

The residence at the northwest corner of Seventeenth and R streets was also purchased by Thomas Riley, the consideration being \$11,000, the deal being consummated through Stone & Fairfax. Papers were also placed on record during the week for the property at 25 Lafayette square, the addition to the holdings of the Cosmos Club, a deed of trust for \$25,000, secured by bonds of the city, being recorded in favor of the American Security and Trust Company.

Outside of these transactions little has been done in the way of actual sales within the city. Several of the brokers report sales of residence property, but in the main the week has been dull, due to the proximity of the holidays. Real estate men do not expect business in any volume until after the turn of the year, and the attention of the few who occupied their attention for the past few weeks will hardly be consumed before that time.

**Fourteen Lots Sold.**  
Fulton Gordon, who has charge of the Connecticut Avenue Terrace subdivision, reports a good week in the sale of lots. The number for the week was fourteen, deals for ten of them being closed on Wednesday. The average price of the lots was about \$1,400, and all of those sold fronted on the avenue, and are among the most desirable in the subdivision. Equally good reports are given out of the sale of lots in several of the suburban properties, notably those on Fourteenth Street Heights, and at other points along the car lines leading out of the city.

One of the most successful deals of the year in suburban realty has been that on Capitol Heights, just beyond the District line in Maryland. Nearly 1,000 lots have been sold out there, and already 180 dwellings have been erected on the tract. This subdivision has been handled by O. B. Zantinger, who has recently opened a real estate office at 908 G street northwest.

Mr. Zantinger and Mrs. Zantinger went to Florida last Tuesday to go on several weeks. Mr. Zantinger was formerly in business in Baltimore, being general manager of J. W. Bond & Co., dealers in paper, stationery, and office supplies. Mr. Zantinger later bought out the business, and was proprietor for several years. He married Miss Shelly D. Chew, daughter of Judge R. B. B. Chew, and is descended from one of the oldest Maryland families. Mr. Zantinger came to Washington about three years ago, bought up the land in the Capitol Heights tract, subdivided it, and has since given his entire attention to real estate. In his absence his office is in charge of A. G. Bunnell.

**Records in Real Estate.**  
Indicative of the growth of the city and the activity in real estate during the past five years the statement recently issued by the Recorder of Deeds is significant. In the year ended December 31, 1905, the papers filed for record were 15,273, regarded at that time as an unusually large number, but this year the number will reach, according to the Recorder, 21,350, an increase over the number of 1905 of nearly 6,000 papers, including deeds, deeds of trust, and other documents of record. The Recorder states that the growth has been continuous and healthy, and indicates a sure and steady advancement in the sale and improvement of real estate in the District.

The new home of the Metropolitan Club, at the corner of Seventeenth and H streets, is nearing completion, and in outward appearance is looked upon as a distinct addition to the architectural beauty of the city. The structure is expected to surpass that of any other club in Washington, and the members of the organization and others who sometimes visit the rooms, are looking forward with interest to the induction of the club in its new quarters, which, however, will not be for some months.

Andrew Boyd, publisher of the Washington City Directory, has announced some figures which indicate a rapid growth of the population. He says the new issue of the directory will contain about 20,000 new names. This shows a growing number of heads of families and business men in the city, and proves beyond question that the population is increasing at a rapid rate.

**German Lloyd in Protest.**  
Bremen, Dec. 22.—The German Lloyd Steamship Company has appealed against the judgment of the British admiralty, board holding its steamship, the Kaiser Wilhelm der Grosse, to blame for the collision between her and the Orinoco, off Cherbourg, November 21.

## RIDE TO BENNING HEIGHTS.

H. J. Stallings Will Send Automobile to Carry Home-seekers There.

H. J. Stallings, manager of the Valley Realty Company, has started a novel scheme to interest prospective home buyers in the lots recently placed upon the market at Benning Heights. Beginning December 23, he will send an automobile to the homes of those desiring to inspect the property and convey them to the "heights," where the lots and point out the many advantages of buying the site for a home south of the Anacostia River. All that is necessary to secure the attendance of the automobile is to address a letter to Mr. Stallings, giving the address and when it is most convenient to go.

The Valley Realty Company offers lots at Benning Heights on easy terms. Arrangements can be made to deposit a small payment, and with the delivery of the necessary papers purchase the lot on monthly installments to suit the buyer. In addition, the Valley Realty Company has made an arrangement with G. C. Spitzer, who will build houses on the installment plan, and even those in moderate circumstances can come into the possession of a permanent home within a few months, with only a small immediate outlay.

Mr. Stallings invites inspection of his plans, and will take time to explain precisely on what terms the lot-buying and the home-building can be accomplished. His office is in the Home Life Building, corner of Fifteenth and G streets northwest.

## HUSTLING FOR FREIGHT CARS.

**Pennsylvania Railroad Exerting Energy to Relieve Shortage.**  
New York, Dec. 22.—From the local offices of the Pennsylvania Railroad there was made public to-night the following statement:

"In order to avoid a car shortage, in the face of the present remarkable offering of freight, the Pennsylvania has made use of every possible expedient to secure the fullest service of the cars which are actually in hand. The greatest difficulties encountered have been with consignees, who have detained cars for an unreasonable period. The railroads only earn money by moving cars; consignees often save money by using them for storehouses pending reconignment or other disposition.

"The Pennsylvania has sent letters to shippers and general agents repeatedly pleading with them to return cars as promptly as possible. It has about thirty men now on the road urging station agents and traffic managers of the large corporations to hurry back cars. They declare that if each shipper will save one hour in unloading, it will place 10,000 more cars in service."

## WILLS BABOON TO FRANCE.

**Louisiana Priest Makes Strange Disposition of Fleece Animal.**  
New Orleans, Dec. 22.—A six-foot baboon, twenty-three years old, has been willed to the French government by Father Estorge, of Lafayette, La.

The animal was for many years used as the bellringer in the Catholic church at Lafayette, but as he advanced he became ferocious and uncontrollable. He was brought to New Orleans and placed in the city park zoo. The park officials could not manage him, and under the terms of Father Estorge's will, he was shipped to the French government.

## LORDS ARE THE ISSUE

### English Campaign Involves Status of Upper House.

#### FRENCH RADICALS DISPLEASED

Will Attempt to Revert to Blunter Methods of Combes in Struggle with Church—German Election to Be Fought Against Enrichment on Rights of Reichstag.

London, Dec. 22.—A Christmas truce in all things political is the order of the day throughout Europe. That it will be only a truce is apparent in the three countries where the issues are of the most absorbing interest. In England alone there will be some delay in re-entering the political arena. While the education bill is now dead, it will give place for a broader struggle over the questions of disestablishment and the constitutional position of the House of Lords.

There are those who consider that Mr. Balfour, the leader of the opposition, made a serious tactical mistake in not accepting the compromise offered by the government. It is true that he has consolidated, to some extent, the heterogeneous elements of the party in power and has given it an issue which will enable it to go to the country when the time comes with better chances of success than if the question had been shelved temporarily.

On the other hand, the failure of Sir Henry Campbell-Bannerman, the prime minister, to take statesmanlike advantage of the opportunity given him by the House of Lords' veto of his chief measure of the session was most disappointing. Instead of addressing solemn words of warning to the peers, such as Mr. Gladstone delivered on a memorable occasion in 1884, he roundly scolded the upper house, and then descended to a petulant personal attack on Mr. Balfour, who was not present to reply. It was a rather humiliating presentation of the true caliber, or lack of caliber, of the leader of the British government.

## French Radicals Not Appeased.

France is meeting her great religious crisis with that new restraint and self-possession which during recent years have aroused world-wide admiration for the French people. There has been no violence, no real exhibition of popular passion, and there has been no excuse for such demonstrations. Clemenceau's task is one of extreme difficulty, especially in the direction of holding control of all the elements of his present supporters. Moderation does not satisfy the Socialists and other extremists on his own side, and the opposition that he has most to fear will come from them.

There will be attempts before long to revert to a more radical policy of the Combes type. It is generally recognized that the cause of the church will be helped, rather than hindered, by an intervening period of extreme antagonism on the part of the government. Such tactics will be entirely understood by the Moderate Republicans, who aim merely

at the peaceful separation of church and state. The sole question for the present is whether Premier Clemenceau will be able to retain the steady, efficient support of the great body of middle-class Frenchmen. The task does not, as yet, seem beyond his powers.

## Germans Not Fully Awake to Crisis.

It cannot be said that Germany is yet fully aroused to the broad significance of the situation which it faces. The campaign has been postponed by tacit consent until after the Christmas holidays, and then there will be a month of hot canvassing. The prospects are so vague that few broad-minded observers feel any confidence in the result.

The sentiment of the country is undoubtedly against absolutism, and that is the real issue. "We want no Caesarism," will be the rallying cry of those who see in the dissolution of the Reichstag interference in limited constitutional right to control the financial department of the government. Friends of the Emperor argue that the attitude of the Reichstag on the question of dissolution was a defiance of the Kaiser in his character as the "war lord," where he rightly claims absolutism, and that, therefore, he was quite justified in resorting to extreme measures.

## Clericals Have Most to Lose.

Opinion is divided on the question whether the Socialists will gain or lose in the pending campaign. The Clericals, who stand to lose most, are speaking out plainly. One of their best-known members stated in a speech at Cologne that the question of dissolution had been long deliberated and prepared by the federal government and the chancellor. He also submitted that it was not a question as to whether a couple of millions more or less were popular will, or speaking out whether the right of the Reichstag to vote supplies was to be maintained, or whether it was sufficient for some one to say that the officers in command had spoken and therefore the Reichstag was to hold its peace.

"We will not allow ourselves to be ordered about in these things," he said. "We want no absolute government and no revolution either. We are a constitutional party, and at this moment we stand forward as the great and strong constitutional party, the pillar of order."

## But the elections will be no true test of German popular will, as explained in these dispatches a week ago, the Reichstag is not a true representative body.

## PASSIVE STRIKE A SUCCESS.

**Austrian Postal Employees Unmoved by Threats of Discharge.**

Vienna, Dec. 22.—The passive resistance strike organized by postal employees to enforce their demands for better working conditions and higher wages has spread to Bohemia. Business houses are obliged to get their mail at the post-offices. Threats have been made by the government to dismiss all the strikers, but as the employees are only obeying all regulations, thus causing the delay to mails, the plan is impracticable.

## Former Mayor Is Shot.

Montgomery, Ala., Dec. 22.—Charles D. Feber, city paving inspector and ex-mayor of Montgomery, was shot by his assistant and former chief detective, W. H. Murphy, last night. Feber's wounds are probably fatal. The trouble arose, it is alleged, over criticism of Murphy's work by his chief.

**Herald Want Ads**  
will be received at the Astoria Pharmacy, Third and G sts. n.w., and promptly forwarded to the main office.

## GIVE GENERAL RAISE

### Railroads Promise Trainmen and Switchmen Increase.

#### AFFECTS THOUSANDS OF MEN

Agree to Pay Four of the Five Cents Demanded and Will Arbitrate the Additional Cent-Increase to Date from December 1—Western Maryland in Line.

New York, Dec. 22.—As a result of the conference between the officials of the several railroads entering New York and the higher officials of the Brotherhood of Railroad Trainmen and Switchmen, held today, the railroad companies have retracted their declaration that they would not grant a general increase in wages. They have promised to meet the claims of the men within a month, if possible, and agree to pay 4 cents an hour of an increase initiated. Grand Master Morrissey, of the Trainmen, at his hotel to-night, said:

"Our union made a demand of 5 cents per hour increased wages. The various railroads were willing to meet our proposition more than half way and offered an advance of 4 cents per hour, the increase to date from December 1. The question of the additional 1 cent asked for by the men was left for arbitration and it will follow the usual course. There will be a conference to-morrow, Sunday, in which Mr. Murdoch, representing the union, and I will take part with the Long Island Railroad officials to confer on the whole proposition on the 5 cents per hour increase."

## Western Maryland in Line.

Special to The Washington Herald.  
Hagerstown, Md., Dec. 22.—All trainmen, including engineers, firemen, conductors, and brakemen, on the Maryland division of the Western Maryland Railroad have been granted an average increase of 30 per cent, the same to go into effect January 1. A rearrangement of the scale, with a corresponding advance in price, has also been made on the West Virginia division of the Western Maryland system.

## Announce Increase of Wages.

Chicago, Dec. 22.—Twenty thousand employees of the Illinois Steel Company have been notified that the company would put into effect a 30 per cent increase of wages January 1. The increase in wages will add between \$1,500,000 and \$2,000,000 per annum to the company's pay roll.

## Death of Mrs. Otis A. Glazebrook.

Word has reached Washington of the death yesterday of Mrs. Otis A. Glazebrook at her home in Elizabeth, N. J. She was the wife of the Rev. Otis A. Glazebrook, rector of St. John's Church, Elizabeth, N. J., and mother of Dr. Larkin White Glazebrook, of this city. Mrs. Glazebrook was the daughter of the late Gen. F. H. Smith, superintendent of the Virginia Military Institute, and granddaughter of Commodore Truxtun, U. S. N. She has many relatives in this city, among whom are the Hendersons, Beales, and Truxtuns. Her remains will be taken to Richmond, Va., and buried in Hollywood Cemetery on Monday, December 24. Dr. Glazebrook has gone to Elizabeth and will accompany the remains of his mother to Richmond.

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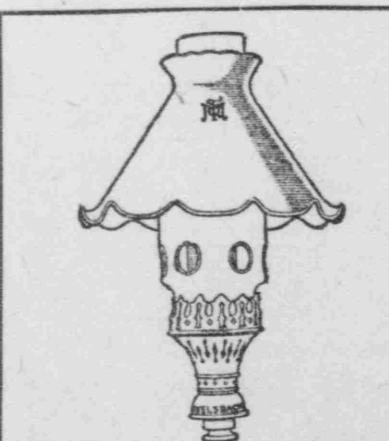
PORTABLES:  
Prices Begin at \$2.50.

## A BRILLIANT CHRISTMAS PRESENT

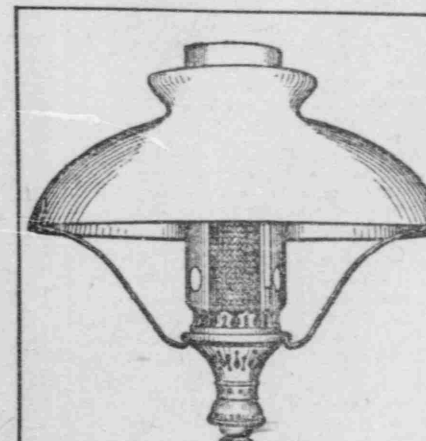
Let this be a Welsbach Christmas. Make your homes light and cheery for the holidays by using the genuine Welsbach Light, the clearest and brightest light in the world. Give a Welsbach Portable Drop Light to your friends. No gift would be more acceptable—more useful—more enduring, or more artistic and beautiful, and nowhere in Washington will you find such a variety to select from as here. Make your selections now, while you can choose from the full assortment. We will make deliveries when you wish. We'd be very glad to have you call and look around. No obligation on your part—you're very welcome.



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THE CHIEF LIGHT—No more popular light has been manufactured by the Welsbach Co. There is not a room in the house where it cannot be advantageously used. Economical, brilliant, artistic.  
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